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Railroad Tracking Between Chop and L'vov

Following is all that is presently available on the Chop-L'vov lines:

1. Railroad line via Mukachevo and Skotarski Pass

A. Observation of 9 November 1953

Leaving Chop for L'vov, the track was double for 15 or 20 kilometers, then, apparently only one track to Mukachevo (43 Kms from Chop). Embankment and roadbed were nearing completion for additional tracking along most of the distance from Chop to Mukachevo. Line from Mukachevo to outskirts of L'vov was single track.

B. Observation of 5 March 1956

Double track extended from Chop to a point 3 kilometers beyond Batovo (19 kilometers in all). The last 3 kilometers were newly laid. From here to Mukachevo and from there to Stryy (where it became dark), the line was single track. It was noticed that an electric catenary structure had been erected over the track for most of the distance from Mukachevo to Stryy, but the line was still steam operated. No electric locomotives were seen. (This observation is included, since the capacity of a rail line in a mountainous region can generally be increased by electrification.)

C. Observation (Southbound), March 1956

Leaving L'vov, line was double track for ten kilometers. Then it was single to Mukachevo. Electric overhead wire started at Lavochne and continued to Mukachevo, were it stopped (79 kilometers). No electrically hauled trains were observed, the operation still being steam. From Mukachevo to near Batovo were two overlapping tracks, one of European standard and one of Russian broad gauge. Then the tracks became separate and paralleled each other to Chop. There apparently was some transloading activity at Mukachevo.

D. Information, August 1956

Electric overhead was in place, Lavochne to Mukachevo, but power was still steam.

E. Information, September 1956

At Mukachevo, freight cars of both gauges were lined up for transfer of cattle, refrigerated products and oil. However, from Mukachevo to 4 kilometers east of Batovo, there appeared to be but a

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single line, leading to conclusion that it was gauged to both gauges. Mixed track seen at Chop had four rails rather than three.

F. Earlier Information, 1949-1951, inclusive.

Information of prior years indicates that between 1949 and 1951, there were two tracks going from Chop to Mukachevo, one of broad gauge and one of European standard gauge. Part of the way they ran separately and part of the way they were combined. The object was to permit transloading at both Chop and Mukachevo.

G. Latest Information, 1950-1957.

There are no available observations for the year 1957. However, the Soviets announced that commencing on 26 October 1956, trains were moved between Lavochne and Mukachevo by electricity. The electrified sector was described as being 77 kilometers long.

2. Railroad Line via Uzhgorod and Uzhok Pass

A. Information, 1950

The line from Chop to Uzhgorod was said to have double track. It apparently was not being operated north of Stavnye.

B. Report, 1951

The line was not operational between Volosyanka and Turka owing to war damage to important structures, the reconstruction of which would require about 5 years.

C. Information, 1952

The line from Chop to Uzhgorod was single track, Soviet gauge. No transloading facilities were known to exist in Uzhgorod. The line continued as a single track, Soviet gauge, to Uzhok Pass, where a tunnel and viaduct had been destroyed, and rebuilding had not yet commenced. It was reported that the line across the pass to L'vov was also single track.

D. Soviet Announcements, July 1956 and Subsequently.

According to Tass of 12 July 1956, the railway line from Chop to L'vov via Uzhgorod, Volosyanka, Turka, and Sambor had recently been rehabilitated and put back in service. It was reported as working

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at full capacity from the day of its reopening. Numerous Soviet statements of the resumption of traffic on this line followed the Tass announcement. The 1956 USSR summer railroad timetable indicates that passenger service was being provided from Chop to L'vov by this route.

2. Observation Reports

There have been no observation reports on this line since it was reopened in 1956. Consequently, there is nothing at present writing that can be said as to whether it is double or single track or whether any portion of it has been electrified. Indications are that it is exclusively broad gauge all of the way from Chop to L'vov.

3. Map

A schematic map of the Trans-Carpathian railroad lines in this area is attached.

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